

The delivery of the French Mail was begun at 6.15 this evening. The mail reached the Post Office at 5.

Mr. Woodhouse heard further evidence to-day with reference to the charge against the Portuguese clerk, Daniel de Jesus, that of causing the death of 11 Siam, a Chinese tailor, 72 years of age, by pushing him down a flight of steps. Dr. Lawson, of the Government Civil Hospital, stated that the immediate cause of the Siam's death was heart disease, and that death was accelerated by the injuries he sustained. The case was further remanded.

The S. S. *Glenarney*, Captain Drees, a new vessel of the 'Glen' Line, arrived here to-day. The *Glenarney* is a fine steel-built spar deck steamer built by Laird of Sunderland, but very different from the 'Glen' type in appearance. Her length is 335 feet, main breadth 41 feet, and depth of hold 26 feet. Her gross tonnage is 3,025 and her dead weight carrying capacity 4,240. Her engines which are 400 h.p., are of the triple expansion type and are from the works of Messrs T. Richardson and Son, Hartlepool. On her trial trip the *Glenarney* attained a speed of 14 knots an hour. She has excellent accommodation for twelve saloon passengers and is fitted throughout with the electric light.

Mr. Biggs's death was very sudden, as he was seized with stopping of the heart's action while performing his duties of teller in the division.

The statement that Prince Bismarck is about to retire is repeated, though with an allegation that he has arranged to move his residence from Berlin to his palace in the country.

The *Penny Gazette* learns that Mr. Swettenham, Resident of Perak, is going home on three months' leave of absence, and that Mr. Frendrich, the Secretary to the Government, will act as Resident during Mr. Swettenham's absence.

The proposed scheme of a Ship Canal from the Forth to the Clyde, via Loch Lomond, is meeting with opposition from the people of Glasgow, who favour the direct route via the existing canal. A meeting of the Canal Committee has been held at Edinburgh, at which the Loch Lomond route was eventually adopted.

A TELEGRAM was received in Shanghai from Tientsin on the 8th inst., stating that Mr. C. M. Encarnacion, an employee of the French Bank at that port, had committed suicide by shooting himself, in order to escape a criminal prosecution. The deceased was only 20 years of age.

It was stated at Hankow that the *Nippon* was to bring down something like 20,000 packages from Hankow, the freight upon them being out. We hear that the low rate of passage money for cargo is not so promising, though, that what is lost by the low tariff is more than made up by the cargo carried. —N. C. Daily News.

Lord Brassey, writing to *The Times*, advocates the construction of a dry dock at Gibraltar to provide for the contingency of a naval action in the vicinity of the Straits of Gibraltar. The fact that the *Albatross* was compelled to proceed to Cadiz for repairs, after her recent collision, adds urgency to the suggestion. Without a dry dock Gibraltar is almost useless to the Navy.

This *Forbes* *Edo* says:—The expensive variety festival at the Canton Joss-house or Club, has since last week begun with the usual luxury. This festival is said to be contributed by the foreign firms, Consuls, and then by Canton Tei long men. The subscriptions are collected from each of the above stated corporations in turn, and we understand the whole business costs something over \$15,000, and it is based upon the expectation of a prosperous year, but who is to pay for all this? We believe the tea-growers, through the generous help of foreign buyers.

This Exchange Telegraph Company is responsible for the following story, from Portsmouth:—A singular instance of miscalculated strength of materials has just been discovered in the new torpedo boat, ship *Vulcan*, building at Portsmouth. When the hull was first shored up in dock it was found that the shores caused the plates covering the bottom to bulge inwards showing a very serious defect, and this for the work. As a matter of fact, in the rage that now exists for building as cheaply as possible, plates weighing only 12½ lbs. to the square foot have been used for the outside under-water skin instead of 15½ lbs. plates. This is a very serious mistake, as it has induced a permanent weakness in this part of the hull which can only be partially overcome by strengthening the framework with diagonal braces. Some others of the new ships are said to have developed similar weakness.

Written on Jan. 27 the Vienna correspondent of the *Standard* says:—The capital of Bohemia was yesterday in a state of great excitement. For the first time for three years the Czech League, Dr. Beger, made his appearance in the German Club to return the visit of the German Leader, Dr. Fellemeier, to the Czech Club. The congratulatory mood animating the party communicated itself to the population. For the first time for several years two nationalities have emancipated themselves from certain prejudices, and as the Czech League is friendly to one side of the way in the Sunday promenade in the most frequented streets, while the other side was given up to the Germans, and other 'Angels' of the refusal of the commonwealth on the part of one nationality to the other. The satisfaction in the creation of this national unity is general throughout the country. Even the most ardent Czechs laugh at the prohibition of the *Petersburg* *Yedemod*, that the commonwealth between the Czechs and Germans in Bohemia will accelerate the disruption of the Austro-Hungarian Empire. Far from that being the case, the representative organs of the two nationalities see in the compromise the dawn of a bright future for Austria. The Emperor, who took the initiative in this successful work, has never been more universally praised since he came to the throne, forty-one years ago.

A STRANGE battle is reported to have taken place in Tokyo. A steamer, running through the compound of Tobeiji temple at Sengami and a few days ago some hundreds of bullfrogs gathered on either bank. Then a terrific battle ensued, lasting from 8 a.m. to 4 p.m., and it is stated that when the combat finished the frogs were blocked to such an extent with the bodies of the slain that the course of the water was almost totally impeded. Large numbers of people have visited the place to witness the strange spectacle. —Japan Gazette.

In Siam, a Netherlands India vessel, the death of the Sultan the other day, and the choice of a successor to the vacant throne, have given an opportunity to sweep away long-standing abuses and oppressive practices on the part of the native chiefs. The N. I. Government has not as yet its latest son in favour of the third son in order to gain this end. The new Sultan is expected to undertake reforms in earnest, with the prospect that failure on his part will result in the taking of still stronger measures. The Government means business this time, and will not shrink from harder methods in case of necessity.

MISSION WORK IN CHINA.—The Vienna correspondent of the *Penny* writes on Jan. 20:—The Chinese missionary Ignaz Ueig, who since 1880 has been attached to the Mission of the Order of Lazarus in the south-eastern part of the province of Chekiang, is now on his way to Vienna. In the course of an audience which he had yesterday of Archduke Charles Louis, he stated that there are only two missionaries in his district, of whom one is a Frenchman, while in the whole province the number of European missionaries is thirteen, besides seven native missionaries, the total number of native Christians being 1,500. The mission-house is built in the native style with a school and chapel adjoining. The school is entrusted to native teachers. There are about 200 Chinese children, most of whom are orphans. About 1,000 children in the province are thus deserted by their parents. Child murder is frequently practised, although the more humane of the parents now bring their offspring to the mission-house or leave them at the schools to be picked up by charitable people.

No exact data has been fixed for the termination of the boundary work which Mr. Ney Elias is engaged upon beyond the Salween, but as the rains begin in March the party will probably be back at Fort Steadman by the 1st of April. The Siamese authorities have been unwilling to concede the position, or their officials on the Salween have misinterpreted the orders received from Bangkok; otherwise no formal display of force would have been made when Mr. Archer crossed the Salween at the point where the boundary line is being examined. The Siamese official who attempted to bar his way by drawing his men across the road never seems to have meant to risk an actual collision, and he contented himself with a protest when his soldiers were pushed out of the way by Mr. Archer's escort. He doubtless forwarded a startling account to headquarters of the persistent refusal of the foreigners, but there was really no harm done. The expedition from the *Flag* Ferry up the Pat River resulted in no better news, the boundary line being discovered well to the eastward, which would seem to show that the Siamese have encroached upon territory which belonged to the Eastern Karenni Chiefs. Further exploration to the north beyond the Salween is necessary, and the Siamese have seized land belonging to Shan States beyond the Salween. —Pioneer.

A sudden fall of various securities occurred the other day in Tokyo. The shares of the Japanese Railway Company suffered conspicuously, the former depreciating as much as four per cent. Undoubtedly this is a very disquieting feature. It means that speculators find themselves compelled to unload, and that what operation commenced there is no telling where it will stop. At first sight one imagines that the share of a company like the Nippon Yusen Kaisha should be the last to suffer, but the experience of stock markets everywhere prepares us to expect just what is now happening. When speculators find themselves compelled to realise, they naturally part with whatever shares command the readiest sale, and may therefore be disposed of with least inconvenience. It is thus that the soundest stock is generally the first to feel the pinch of an approaching wave of panic. Until recently the Japanese market has been a safe haven for the speculator, but the shares in which they have speculated. It is rash to prophesy anything in Japan. Months ago we imagined for the second time that a debacle in the stock market was imminent, but things were successfully tide over, and they may again be tide over. Our own opinion, however, is that an extraordinary commotion is about to be followed by a very substantial sum, something like \$4,000,000, to the working account of the year, in addition to replacing any capital for the new company which may be called upon to expend in completing the crop for 1890. That, I think, will be an extremely satisfactory position, when the crop of this year is realised and the produce comes to our hands for distribution. 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Mails.

NORDDEUTSCHER LOYD.
NOTICE.
STEAM FOR:
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER, HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHEAST LONDON AND PASSENGERS
AND CARGO.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 16th day of March,
1890, at 10 a.m., the Company's
Steamship **SCHONEN** Captain J. GOSSEL,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.
Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 16th March. (Parcels
are not to be sent on board; they must be
left at the Agents' Office). Contents and
Value of Packages are required.
The Steamers have splendid accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, February 17, 1890. 308

U. S. MAIL LINE.

**PACIFIC MAIL STEAMSHIP
COMPANY.**
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF
RIO DE JANEIRO** will be de-
parted for San Francisco, via Yokohama,
on TUESDAY, the 26th March, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havre, London, and
America, and to ports in Mexico, Central
and South America, by the Company's
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
First-class fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return, ... 353.75
To Liverpool ... 325.00
To London ... 325.00
To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.
Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (on one voyage) will be allowed a
discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
6 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in San Francisco, and
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
O. D. HARMAN,
Agent.
Hongkong, February 26, 1890. 380

**CANADIAN PACIFIC STEAMSHIP
COMPANY.**
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**,
2,533 Tons Register, Captain
WILLIAMSON, will be despatched for VAN-
COUVER, B.O. via INLAND SEA,
Kobe and YOKOHAMA, on THURSDAY,
the 21st April, at Noon.
To be followed by the S.S. **HYSSINIA**,
on the 24th April, and S.S. **PARTHIA**,
on the 15th May.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Steamers, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.
First-class fares granted as follows:—
To Vancouver & Victoria, B.C. \$210.00
To Montreal, New York, &c. \$290.00
To Liverpool ... 325.00
To London ... 325.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.
Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 2nd April.
All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.
For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, March 9, 1890. 427

Mails.

NOTICE.
**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR:
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 13th March,
1890, at Noon, the Company's
S.S. **OLYMPUS**, Commandant DELACHOL,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 13th March, 1890. (Parcels are not
to be sent on board; they must be left at
the Agents' Office). Contents and value of
Packages are required.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, March 6, 1890. 424

Insurance.

**THE INDIAN IMPERIAL MARINE
INSURANCE COMPANY, LIMITED.**
THE Undersigned having been appointed
Agents for the above Company, are
prepared to accept MARINE RISKS at
Current Rates.
GIBB, LIVINGSTON & Co.,
Hongkong, November 4, 1889. 3113

**QUEEN FIRE INSURANCE COM-
PANY.**
THE Undersigned, Agents for the above
Company, are prepared to accept ALL RISKS
against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

**RAIL PROGRAMMES
FOR SALE.**
IN NEW SHAPES AND PATTERNS.
'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.

SHARE LIST—QUOTATIONS—MARCH 13, 1890

| Stocks | No. of Shares | Value | Per- centage | Closing Quotations, Cash |
|---|---------------|-----------|-----------------|-----------------------------|
| Hongkong and Shanghai Bank Corp. | 50,000 | \$ 125 | all | \$190 7/8, prem. buyers |
| MARINE INSURANCE. | | | | |
| Qanton Insurance Office Co., Ltd. | 10,000 | \$ 250 | 50 | \$125, ex div. |
| China Traders' Insurance Co., Ltd. | 24,000 | \$ 83.33 | 25 | \$71 |
| Chinese Insurance Co., Limited. | 1,000 | \$ 1,000 | 200 | \$150, nominal |
| North-China Insurance Co., Ltd. | 5,000 | \$ 200 | 40 | \$50, 350 |
| Strait Insurance Co., Ltd. | 30,000 | \$ 100 | 2 | \$23 |
| Union Insurance Society Co., Ltd. | 10,000 | \$ 250 | 25 | \$100 |
| Société Française des Charteuses | 4,000 | \$ 2 | all | Ta. 50 |
| FIRE INSURANCE. | | | | |
| China Fire Insurance Co., Ltd. | 20,000 | \$ 100 | 2 | \$85, ex div. |
| Hongkong Fire Insurance Co., Ltd. | 8,000 | \$ 250 | 50 | \$375, ex div. |
| Strait Fire Insurance Co., Ltd. | 20,000 | \$ 100 | 20 | \$16 |
| LAND AND MARINE INSURANCE. | | | | |
| Singapore Insurance Company, Ltd. | 40,000 | \$ 100 | 20 | \$15, nom. |
| DOCKS. | | | | |
| H'kong & Whampoa Dock Co., Ltd. | 12,500 | \$ 12 1/2 | all | \$1 1/2 prem. ex div. |
| STEAMBOATS. | | | | |
| China and Malacca S. S. Co., Ltd. | 3,500 | \$ 5 | all | \$115 |
| Douglas Steamship Co., Ltd. | 20,000 | \$ 50 | all | \$65 |
| H.K. U. and M. Steamboat Co., Ltd. | 10,000 | \$ 20 | all | \$33 1/2 |
| Indo-China S. S. Company, Limited. | 60,000 | \$ 2 | all | \$15 1/2, sellers |
| Steam Launch Company, Limited. | 20,000 | \$ 5 | 3/4 | \$3, buyers |
| REFINERIES. | | | | |
| China Sugar Company, Limited. | 15,000 | \$ 100 | all | \$212, ex div. |
| Lugan Sugar Company, Limited. | 7,000 | \$ 10 | all | \$70 |
| WHARVES. | | | | |
| H.K. & Kw. Wharf & Godown Co. | 20,000 | \$ 50 | all | \$98 |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment and Agency Company, Limited. | 50,000 | \$ 100 | 5 | \$95 |
| Kowloon Land and Building Com- pany, Limited. | 6,000 | \$ 50 | 30 | \$17, buyers |
| Peak Building Company. | | | | \$710 |
| Richmond Terrace Building Co. | | | | \$100,800 |
| Shanghai Land Company. | | | | Ta. 20, Tla. 24 |
| West Point Building Co., Limited. | 12,500 | \$ 80 | 4 | \$47, sales |
| RAILWAYS. | | | | |
| H.K. High-Level Tramways Co., Ltd. | 1,000 | \$ 10 | 5 | \$200 1/2 prem. |
| MINING. | | | | |
| Jelebu Mining & Trading Co., Ltd. | 4,500 | \$ 5 | — | \$4 |
| Panjun & Sunghie Dua Samsan Mining Co., Ltd. | 60,000 | \$ 1 | all | \$17 1/2 |
| Selama Tin Mining Company, Limited. | 115,000 | \$ 5 | 2 | \$23 1/2 |
| Société Française des Charbon- nages du Tonkin. | 8,000 | Fcs. 50 | 6 | \$6.50 \$475 |
| PLANTING, ETC. | | | | |
| China-Borneo Company, Limited. | 7,500 | \$ 100 | 5 | \$45 nom. |
| Darvel Bay Trading Company, Ltd. | 4,000 | \$ 25 | 5 | \$8 nom. |
| East Borneo Planting Co., Limited. | 4,000 | \$ 80 | 40 | \$50 nom. |
| Labule Planting Company, Limited. | 5,000 | \$ 50 | 10 | \$10 nom. |
| Songai Koyah Planting Co., Ltd. | 5,000 | \$ 50 | 40 | \$40 nom. |
| H. G. Brown & Co., Limited. | 6,000 | \$ 50 | all | \$5 nom. |
| The Leung Planting Co., Limited. | 6,000 | \$ 50 | 25 | \$40 nom. |
| HOTELS, ETC. | | | | |
| Austin Arms Hotel and Building Company, Limited. | 4,000 | \$ 50 | 25 | \$6 dis. |
| Hongkong Hotel Company, Ltd. | 3,000 | \$ 100 | all | \$200 |
| Peak Hotel & Trading Co., Limited | 4,000 | \$ 5 | 1 | \$25 |
| Borneo Hotel and Stores Co., Ltd. | 1,000 | \$ 100 | 30 | \$32 nom. ex div. |
| DISPENSARIES. | | | | |
| A. S. Watson & Co., Limited. | 50,000 | \$ 50 | all | \$22, cash |
| Grulickshank & Co., Limited. | 1,500 | \$ 10 | all | \$45, sellers |
| LIQUORS. | | | | |
| H.K. & China Gas Co., Limited. | 5,100 | \$ 10 | all | \$13, sellers |
| New Siam. | 100,000 | \$ 10 | 7 1/2 | \$113 |
| Pongkong Electric Co., Limited. | 30,000 | \$ 10 | 6 | \$8, cash |
| RAILWAY AND CARRIAGE. | | | | |
| Green Island Cement Co., Ltd. | 30,000 | \$ 20 | 40 | \$40, nom. |
| Hongkong Brick & Cement Co., Ltd. | 4,000 | \$ 25 | 17 | \$6.15 |
| MISCELLANEOUS. | | | | |
| A. G. Gordon & Co., Limited. | 6,000 | \$ 20 | 20 | \$20 |
| Campbell, Moore & Co., Limited. | 1,000 | \$ 25 | all | \$11 |
| Geo. Farwick & Co., Limited. | 6,000 | \$ 25 | 25 | \$25 |
| Hongkong Dairy Farm Company, Ltd. | 5,000 | \$ 10 | all | \$40, nominal |
| Hongkong Ice Company, Limited. | 5,000 | \$ 25 | all | \$12, nom. |
| H'kong R. & P. Manufacturing Co., Ltd. | 3,000 | \$ 50 | all | \$109 |
| Marinburg Furniture Co., Ltd. | 3,000 | \$ 25 | all | \$47 |

LOANS.

| Chinese Imperial 1881 | Amount | Value | Interest | Quotation |
|-----------------------|----------------|-------|-------------------|-----------------------|
| Chinese Imperial 1881 | \$1,384,700.14 | 1850 | 3 1/2 % annuities | 3 1/2 % prem. nominal |
| " " 1882 | \$1,694,700.14 | 1850 | 5 % annuities | 5 % prem. nominal |
| " " 1883 | \$1,707,900.14 | 250 | 7 % annuities | 7 % prem. nominal |

DEBENTURES.
Hongkong Hotel Mort-
gage Debentures, 1889

| Amount | Value | Interest | Quotation |
|--------------|-------|---------------|-------------------|
| \$400,000.00 | 1850 | 6 % annuities | 6 % prem. nominal |

DEBENTURES.
Hongkong Hotel Mort-
gage Debentures, 1889

| Amount | Value | Interest | Quotation |
|--------------|-------|---------------|-------------------|
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Informations.

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**

SHIPMASTERS' AND ENGINEERS
are respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREIGN should be at
hand. Orders for REPAIRS if sent to the
HEAD OFFICE, No. 14, Praya Central, will
receive prompt attention.
In the event of Complaints being found
necessary, Communication with the Under-
signed is requested, and immediate steps
will be taken to rectify the cause of dis-
satisfaction.
D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1458

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Jewellers, Gold & Silversmiths.
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FURNITURE will be thankfully received
at the SAILOR'S HOME, West Point,
Hongkong, July 25, 1887.

SHARE LIST—QUOTATIONS—MARCH 13, 1890

| Stocks | No. of Shares | Value | Per- centage | Closing Quotations, Cash |
|----------------------------------|---------------|--------|-----------------|-----------------------------|
| Hongkong and Shanghai Bank Corp. | 50,000 | \$ 125 | all | \$190 7/8, prem. buyers |

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